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South Wales coal annual, 1919. Vol. 16. (Cardiff: Business Statistics. 1919. Pp. xxi, 402. 12s. 6d.)

Tenth annual report of the Commission of Conservation of Canada. (Ottawa: Commission of Conservation. 1919. Pp. 278.)

Manufacturing Industries

NEW BOOKS

BUTLER, J. G. *Fifty years of iron and steel.* (Cleveland: Penton Pub. 1919.)

LABRY, R. *La laine et les tissus de laine en Russie.* (Paris: Ficker. 1919. 1 fr.)

LESHER, C. E. and THOM, W. T., JR. *Coke and by-products in 1916 and 1917.* U. S. Geological Survey. Mineral resources of the United States, 1917, pt. 2, no. 34. (Washington: Supt. Docs. 1919. Pp. 1137-1202.)

NUTTING, W. *Early American ironwork.* (Saugus, Mass.: Wallace Nutting, Inc. 1919. Pp. 24.)

PARTINGTON, J. R. *The alkali industry.* (New York: Van Nostrand. 1919. Pp. xvi, 304. \$3.)

RIPLEY, C. M. *Romance of a great factory.* (Schenectady, N. Y.: Gazette Press. 1919. Pp. 204.)

Describes the General Electric Company at Schenectady, New York.

Economics of the construction industry. U. S. Department of Labor, Information and Education Service, Division of Public Works and Construction Development. (Washington: Supt. Docs. 1919. Pp. 263.)

The furniture industry. (New York: Merchants Assoc. of N. Y. 1919. Pp. 66.)

Transportation and Communication

Efficient Railway Operation. By HENRY S. HAINES. (New York: The Macmillan Company. 1919. Pp. xiii, 709.)

This latest volume from the pen of Henry S. Haines carries an ambitious title, and its more than 700 pages will lead the reader to high expectations. If of an engineering turn of mind, he will not be disappointed. To the general reader the title will seem too broad, even in the light of the author's warning that the volume is devoted to operation, and "does not discuss matters of finance, or rates or labor questions." Yet what problem in operation is not closely connected with the human, or labor, equation? The more careful student will find it difficult to utilize some of the statistical

material scattered through the book and its voluminous appendices.

An interesting chapter on wartime operation is included. In general, the author describes the historical evolution of the particular factor of transportation, compares it with methods abroad, and discusses possible developments.

Although the book contains much of interest and value, the reviewer's general impression is that it represents the result of bringing together, often in disconnected fashion, material collected over a period of years. As already indicated, the title does not reflect the nature of the volume, while the same is often true of chapter or section headings. There is some repetition, much of the material is old, and there are many errors.

Take, for example, the author's claims for the statistics in the volume. His preface refers to the "very complete tables of statistics" in the appendices, and to the bringing down of information to the "present year." Although the preface is dated June, 1918, (the publisher's date line being April, 1919), few of the statistics presented in the appendices are later than the year 1914, and some of the data scattered through the text are of an even earlier date.

Arrangement of material is poor at times, and the headings are inadequate. For example, there are discussions on pages 286, 293, and 318, under different headings, of the elements entering into a good passenger station. Again, it is a question whether some of the material in chapter 2 would not appear to better advantage in chapter 6. Faulty arrangement is shown also in some of the statistical tables. There is nothing to show what year is covered by the 25-page table of "special statistics" beginning on page 618, although it appears to be 1914.

As an example of the peculiar reasoning employed at times, the reader is referred to the paragraph on pages 23 to 24, which undertakes to compute the value of the greater efficiency of railway transportation as compared with that of carriage by draft animals. Aside from the fact that the average railway haul per *ton* is brought into relation with an entirely different unit, the average speed of a draft animal per *day*, the deductions do not follow from the premises.

Again, Mr. Haines states on page 467 that the board of directors of a railway should determine the rates to be charged for transportation service, also the rates of pay and working conditions of employees. This doctrine runs counter to established

railway policy, and it is difficult to conceive how it can be acceptable to many.

The following instances of statistical and other errors are typical. The central paragraph on page 13 gives statistics of early railway mileage, but the table of mileage increases immediately following seems to be based on figures in a footnote. Half the percentages of increase are incorrect, that for 1870-1880 being given as 43 when it should have been 76 per cent. Both sets of mileage figures on page 13 vary from those of the appendix table on page 495. On page 397, after stating that the first extensive automatic-signal block system was installed in 1891, the author continues: "The next installation was on the Chicago & Alton Railroad in 1879." This is probably a misprint for 1897.

The author states on page 461 that ton miles and passenger miles are not recognized as transportation units elsewhere than in the United States. This statement is only partially correct. These units are not utilized in Great Britain, but they do appear in the official railway statistics of a number of foreign countries, such as Austria, Canada, France, Germany.

Page 32 states that electric traction has superseded steam on less than 700 miles of line in the United States, yet the appendix table on page 498 lists a total of 1,906 miles of standard railway line electrified up to 1915. One suspects that the text on page 32 was written several years earlier than the table, and was never revised.

The last chapter offers some good suggestions for efficient organization, use of statistics, and the like. But the reader must rearrange, assimilate, and test the statements and arguments as he goes along. The final section of the volume is a rather inadequate review of America's contribution to railway development.

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NEW BOOKS

BLOCH, M. R. *Questions de chemins de fer.* (Paris: Hennerlé et Cie. 1919.)

BOUBLIKOFF, A. A. *The necessity for Russo-American coöperation in Russian railway construction.* (New York: Youroveta Home & Foreign Trade Co. 1919. Pp. 12.)

CUYLER, T. DEW. *How should the railroads be returned?* (Philadelphia: Am. Acad. Soc. & Pol. Sci. 1919. Pp. 12.)